

CLASSIFICATION **SECRET**
 CENTRAL INTELLIGENCE AGENCY
 INFORMATION FROM
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

50X1-HUM

COUNTRY USSR DATE OF INFORMATION 1949
 SUBJECT Economic - Railroads
 HOW PUBLISHED Daily newspaper DATE DIST. 16 Jun 1949
 WHERE PUBLISHED Chita NO. OF PAGES 3
 DATE PUBLISHED 1 Apr - 1 May 1949
 LANGUAGE Russian SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION RELATING TO THE NATIONAL DEFENSE OF THE UNITED STATES. UNDER THE MEANS OF INFORMATION ACT OF 1940, 52 AND 53, AS AMENDED, ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Zabaykal'skiy Rabochiy.

TRANSBAIKAL SUMMER SCHEDULE
ACCELERATES OPERATION

SPEEDS TRAIN SERVICE -- Zabaykal'skiy Rabochiy, No 79, 23 Apr 49

The summer passenger-train schedule on the Transbaykal Railroad System has added fast train No 17-18 Moscow-Vladivostok which will make daily trips after 15 May. Express train No 7-8 Moscow-Vladivostok will run three times a week; fast train No 15-16 Moscow-Khabarovsk-Chita will run four times per week including one trip to Chita and three to Khabarovsk; fast train No 33-34 Novosibirsk-Vladivostok will run three times a week; and passenger train No 73-74 Irkutsk-Vladivostok will run daily. Local trains serving passengers within the Transbaykal System will be maintained. These include: No 49-50 Chita-Otpor, No 51-52 Chita-Zilovo and No 55-56 Chita-Petrovskiy Zavod.

The new schedule provides a substantial reduction in travelling time. Increased speed and more efficient utilization of waiting time at stops will result in speeding the movement of express trains by 2 hours and 14 minutes, fast train No 15-16 by 3 hours and 54 minutes, No 33-34 by 5 hours and 9 minutes, and passenger trains by 3 hours and 55 minutes. As a result, express trains will attain the 1940 level of average daily runs and other trains will exceed this level. Acceleration of the movement of local trains will range from one hour and 15 minutes to one hour and 32 minutes.

On the Transbaykal Railroad System as a whole, the schedule has increased the norm for average speed, excluding stops of freight trains, by 1.2 kilometers per hour and the norm for average speed, including stops, by 0.9 kilometers per hour. The average daily run of freight locomotives has been increased by 31 kilometers and turnover of locomotives has been accelerated by 1.6 hours. These norms must be attained together with an increase of 100 tons in the tonnage of return trains on the Petrovskiy Zavod-Ksen'yevskaya main line of the Transbaykal system.

CLASSIFICATION

SECRET

DISTRIBUTION

STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB					
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI					

SECRET

SECRET

50X1-HUM

A new plan of forming freight trains will be adopted at the time the summer schedule goes into effect. This plan provides for an increase in the number of regularly scheduled trains and in trains scheduled on all lines of the system. No station has the right to eliminate any of these scheduled trains.

The first few days of operation on the new schedule indicate that Transbaykal railroad workers are successful in adopting progressive norms called for in the schedule. On 21 April, 93.3 percent of freight trains were dispatched on schedule and 84.1 percent continued on schedule. The norm for average speed excluding stops was exceeded by 0.7 kilometers and for average speed including stops by 1.6 kilometers. The Chite Section of the system was particularly successful on the first day, when 99.1 percent of the trains were sent out on schedule and 95.6 percent continued on schedule. By G. Glazkov, chief engineer of traffic service of the Transbaykal Railroad System.

REPAIR WORKERS COMPLETE 4-MONTH PLAN -- Zabaykal'skiy Rabochiy, No 85, 1 May 49

On 27 April repair workers in locomotive depots of the Transbaykal Railroad System fulfilled the 4-month plan for medium locomotive repairs 125 percent and for locomotive overhaul 100 percent. Railroad-car-repair workers exceeded the 4-month plan for capital, medium, and annual repair of cars.

Locomotive engineers of the system hauled 1,715 heavily loaded trains and transported 665,000 tons of freight above the norm.

RAILROAD-CAR-REPAIR DEPOTS AHEAD OF SCHEDULE -- Zabaykal'skiy Rabochiy, No 63, 1 Apr 49

Railroad-car workers of the Transbaykal Railroad System completed the first-quarter plan on 29 March for capital, medium, and annual repairs of cars and tank cars. The railroad car depots at Petrovskiy Zavod, Olovyanaya and the Shilkinskiy railroad-car sector were particularly outstanding in the first quarter. The Shilkinskiy sector will start the continuous method of car repair on 1 April. Workers on the system expect to complete the 4-month car-repair plan by 20 April.

TOPS FREIGHT QUOTA -- Zabaykal'skiy Rabochiy, No 67, 8 Apr 49

The Bukachacha Coal-loading Station, Chita Oblast, has taken first place in the competition among coal stations of the Transbaykal Railroad System. The Bukachacha Station completed the first-quarter coal-loading plan ahead of schedule. The Kadala Station also exceeded the first-quarter plan. As of 1 April, the Transbaykal Railroad System loaded several thousand freight cars above the plan. The system completed the plans for loading coal, timber, and scrap metal.

RAILROAD LACKS TREATED TIES -- Zabaykal'skiy Rabochiy, No 64, 2 Apr 49

Only half of the railroad ties laid on the Transbaykal Railroad System in 1948 were treated and at present, only 5 percent of the total number of ties on the system have been treated to make them more durable. One of the main causes for this condition is the inefficiency of the Badinskiy Railroad Tie Impregnating Plant which completed only 45 percent of the 1948 plan and incurred 600,000 rubles in losses.

- 2 -

SECRET

SECRET

SECRET

50X1-HUM

This year, the plant has received new equipment, including 24 additional cars, a narrow-gauge locomotive, a large hoisting crane, and hydraulic pumps. The plant, however, has not yet completed repairs of old equipment for the current year's operations. At the same time, the administration of the track service of the Transbaykal System has not organized a sufficient flow of supplies to the plant. Little more than 25 percent of the ties received by the track service have been sent on to the plant for treatment. This quantity will supply the plant for only one half month's operations.

CHITA ENGINEER WINS STALIN PRIZE -- Zabaykal'skiy Rabochiy, No 72, 13 Apr 49

Ivan Trofimovich Solov'yev, senior locomotive engineer of the Zilovo Depot of the Transbaykal Railroad System, was awarded the Stalin Prize for 1948 for his outstanding achievements in operating and repairing locomotives. Over a 10-year period, Solov'yev achieved a record of making no stops for locomotive repair during a run and introduced 50 improvements in his locomotive which facilitated operation and lengthened the service of parts. As a result, the average daily run of his locomotive increased from year to year, from 392 kilometers in 1942 to 463 kilometers in 1948. His locomotive brigade saved more than 500,000 rubles on locomotive repairs and 6,500 tons of fuel between 1942 and 1949.

Solov'yev and his brigade completed their 5-year plan in 3 years in which time his locomotive ran 436,000 kilometers, the norm for average speed excluding stops was exceeded by 3.1 kilometers per hour, the average monthly run reached 12,000 kilometers, locomotive turnover was decreased by 2.8 hours, and 3,627 tons of coal and 4,525 kilograms of oil were saved. Solov'yev also increased the distance covered by his locomotive without medium and capital repairs to 475,000 kilometers. In 3 years' time, he saved the State 352,000 rubles by cutting down on repairs.

Solov'yev's methods of locomotive operation have been popularized and followed on many railroads of the country. His followers on the Far Eastern railroads in 1948 exceeded the okrug norm for average speed excluding stops by 1.7 kilometers and the norm for average daily locomotive run by 11 kilometers. In 1948, the average run between repairs was 70,000 kilometers, or 17,000 kilometers above the average for the okrug.

AMUR SYSTEM TOPS FIRST-QUARTER PLAN -- Zabaykal'skiy Rabochiy, No 83, 29 Apr 49

The Amur Railroad System exceeded the first-quarter plan for loading, saved 20.5 percent of the fuel quota and more than 3 million rubles, and released 20,000 rubles of working capital.

- E N D -

- 3 -

SECRET